THE MINISTER OF STATE IN THE,MINISTRY OF CIVIL AVIATION (SHRI SHRIPADYESSO NAIK): (a) At least two proposals for FDI through equity participation have been approved in respect of setting up of greenfield airports under joint venture at Devanahalli near Bangalore and Shamshabad near Hyderabad, respectively. The consortium led by Siemens, Germany, which has been selected for Bangalore International Airport project, shall contribute in the equity to the extent of 74%. Similarly, GMR Infrastructure Limited, selected as preferred bidder for Hyderabad International Airport project, shall hold 74% equity.

(b) Does not arise in view of the above.

(c) Airports Authority of India (AAI) 1994 empowers AAI to deve'op, maintain and operate all the airports, other than airports and airfields belonging to, or subject to the control of, Armed Force of the Union. The prospective investors for the greenfield airports also have sought amendments to AAI Act 1994 to remove the greenfield airports from the ambit of the Act.

(d) Steps are being undertaken to introduce the bill to amend the AAI Act in the Parliament.

Direct Air Service between Delhi and Patna

†3264. PROF. RAM DEO BHANDARY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the route of Mumbai-Delhi-Patna flight No. IC 809 is diverted *via* Ranchi during summer which takes three hours time for the journey from Delhi to Patna while it takes one hour and twenty minutes in a direct flight;

(b) whether passengers, specially of 'J' class conveniently travel in other Airlines to save the time;

(c) the average decrease in number of passengers travelling to Patna *via* Ranchi *vis-a-vis* direct flight to Patna; and

(d) the action being taken by Government for operating direct flight to Patna keeping in view the convenience of passengers and saving of their time?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPAD YESSO NAIK) : (a) to (d) Indian Airlines operates a

†Original notice of the question was received in Hindi.

daily service on Mumbai-Delhi-Patna-Ranchi and *vice versa* route. During summer, in view of high temperatures and short runway at patna, flights ex-Patna can be operated only with a heavy pay load penalty. With a view to minimizing load penalty, ex-Patna, Indian Airliens is constrainad to reroute the service IC808/810 and operate the same as Mumbai-Delhi-Ranchi-Patna and wee *versa,* during the period April to mid-July. In case re-routing is not done, the number of seats will be severely restricted for the passengers travelling between Patna and Delhi.The average number of passengers travelling to Patna *via* Ranchi *vis-a-vis the* direct flight to Patna does not reveal any significant decrease during 2002

Operation of Private Indian Airlines in SAARC Countries

3255. SHRI K. RAHMAN KHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government are considering allowing Private Indian Airlines companies to operate in SAARC Countries;

(b) if so, the details in this regard; and

(c) whether they will operate in countries now connected with Indian Airlines and Air India?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHF.I SHRIPAD YESSO NAIK): (a) No, such decision has been taken.

(b) and (c) Do not arise

Plans for maintenance of Aircraft*s*

3266. SHRi DWIJENDRA NATH SHARMAH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of plans formulated by Government for maintenance of various aircrafts by Indian Airlines; and

lb) the steps taken by Government for its implementation?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPAD YESSO NAIK): (a) and (b) Indian Airlines undertakes all major maintenance jobs on all the aircraft types in its fleet. Major Maintenance of Airbus A-320, Boeing 737-200 and Dornier DO-228 is undertaken at the Delhi base, and that of Airbus A-300 aircraft at Mumbai base, of Indian Airlines. Some major checks on A-320 and B-737-200 are